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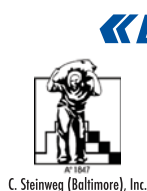
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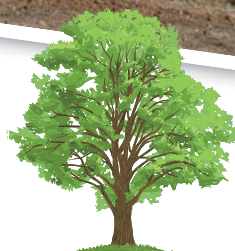
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COURTESY OF U.S. COAST GUARD

**COVER:** The area around the Port of Baltimore is popular for a large number of distribution centers operated by well-known companies from across the globe.



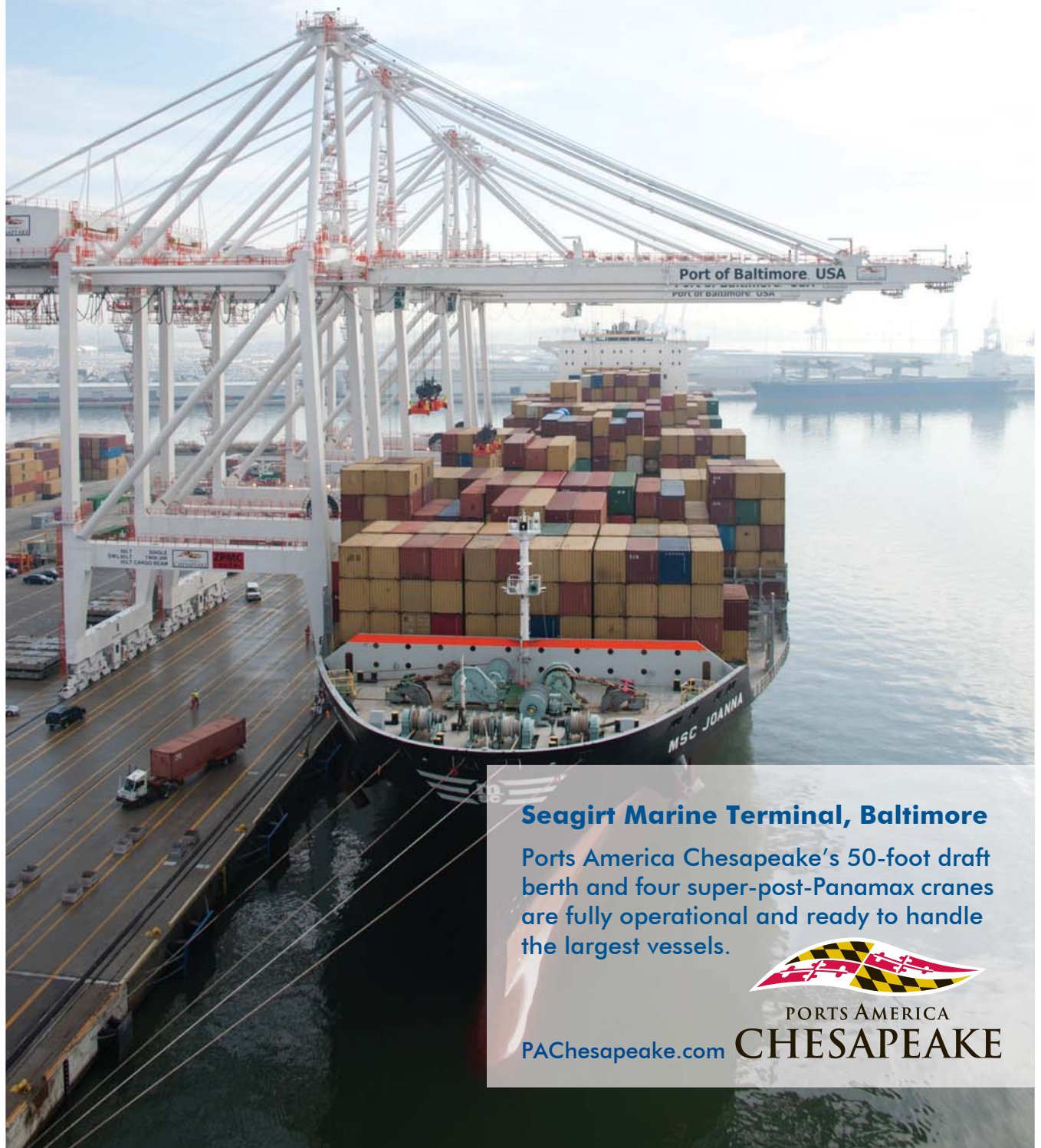
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# New 50-Ft. MLW Wharf and Super-Post-Panamax Cranes in Full Operation



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## Connecting Economic Expansion with Environmental Protection

**E**nhancing Maryland's economic competitiveness and protecting the environment are not mutually exclusive endeavors. The O'Malley-Brown Administration has worked tirelessly to move Maryland forward by expanding and strengthening economic opportunity for our middle class while preserving our environment through projects that improve air and water quality and reduce greenhouse gas emissions. The Maryland Port Administration (MPA) recently received some great news on three different initiatives that support our efforts to create jobs and ensure that future generations will enjoy fresh water and clean air.

Thanks to the leadership of Team Maryland, the U.S. House and Senate recently passed the Water Resources Reform and Development Act. This law is key to keeping the Port's channels properly and safely dredged, which will allow us to accommodate some of the largest vessels in the world and safeguard good-paying, family-supporting jobs here in Maryland. Along with supporting these jobs, this legislation strengthens Maryland's ongoing environmental protection efforts by continuing to fund and expand our nationally recognized program to rebuild long-eroded islands using dredged material and create wetlands that serve as wildlife sanctuaries.

In April, the U.S. Environmental Protection Agency awarded a \$750,000 grant for the Port of Baltimore's Dray Truck Replacement Program, extending the program through March 2016. With this funding, owners and operators of short-haul dray trucks can

purchase newer, cleaner trucks that meet or exceed the latest EPA emission certified engine standards. Dray trucks are large diesel trucks that are used to haul freight from port facilities to nearby local distribution points. The grant will help employees working at the Port of Baltimore and residents in nearby local communities breathe a little easier by replacing at least 22 older dray trucks.

Lastly, during a ceremony in May at the U.S. Department of Commerce, the MPA received the Presidential "E Star" Award for achieving a marked increase in exports over the last few years. From Fiscal Year 2010 through Fiscal Year 2013, exports of general cargo from the Port's public marine terminals increased 22.6 percent. Increasing exports to other countries has helped the Port maintain its position as one of Maryland's leading economic engines for thousands of good-paying, family-supporting jobs.

Thanks to the leadership of Maryland's Congressional Delegation and strong partnership with the private sector, the Port of Baltimore epitomizes the connection between economic expansion and environmental protection. This recent news will further strengthen Maryland's efforts to create jobs, expand economic opportunity and protect our environment.



**Martin O'Malley**, Governor

## EXECUTIVE VIEW

### Infrastructure Efforts Attracting the World's Attention

**O**ver the last few years, we have made some tremendous infrastructure improvements at the Port of Baltimore that have placed us in a very competitive position moving forward. Under Governor O'Malley's guidance, we began a public-private partnership at Seagirt Marine Terminal with Ports America Chesapeake that has resulted in this Port being one of only two ports on the U.S. East Coast able to handle some of the largest ships in the world.

The infrastructure improvements at Seagirt include a new 50-foot-deep container berth and four additional super-post-Panamax cranes to complement the seven original cranes, for 11 cranes total. As the governor has said, companies around the world are taking note of the investments we are making. They are creating jobs here and bringing business through the Port. These infrastructure investments have led to additional distribution centers and company warehouses in this area, creating opportunities for ship owners to access this region's large population with direct ship calls.

As detailed in this issue's cover story, this area is fortunate to have a very healthy amount of large-scale, high-employment distribution centers. From Pier 1 imports to Costco and from IKEA to REI, distribution centers are a vital cog in our supply chain. The

Port of Baltimore's outstanding geographic location, being the closest East Coast port to the Midwest, allows for the ability to service two-thirds of our nation's population within an overnight drive. Distribution centers are also tremendous job generators, often employing hundreds of people. They are hubs of frenetic yet very organized activity. Trucks bringing cargo in and out are commonplace.

Ports America Chesapeake and the MPA work very closely on a regular basis on courting beneficial cargo owners and company's looking to construct distribution warehouses. The more distribution facilities that are located near our port, the better the chance to grow cargo and jobs. With some favorable built-in geographic advantages coupled with recent infrastructure improvements at the Port of Baltimore, this region will continue to be seen as very attractive for new business.



**James J. White**, Executive Director  
Maryland Port Administration



# SOUNDINGS

The happenings in and around the Port > > > > > > > > >

## AUTOS

### MOL Launches New Car Carrier Service from Mexico

**M**itsui OSK Lines (MOL) has launched a new car carrier service from Mexico to meet increased demand in the United States.

On the U.S. East Coast, two MOL divisions — Nissan Motor Car Carrier (NMCC) and World Logistics Service (USA) — are working together to provide a weekly shuttle service from the Port of Veracruz to Baltimore and other ports. Services began in March with a shipment of Honda vehicles. A Nissan shipment took place in mid-April. MOL is also the primary carrier for Mazda, and AMPORTS is the vehicle processor handling MOL business at the Port of Baltimore's Chesapeake Terminal.

The Japanese shipping line has become quite a familiar site around the Port of Baltimore, making anywhere from 10 to 15 ship calls each month. "The recent increase in MOL business to the Port has been a tremendous boost in auto volumes and an economic benefit to the region in general," said **Larry Johnson**,



COURTESY OF MOL

MPA Trade Development, Autos.

MOL has also added service from Mexico to the U.S. West Coast.

Of the three million vehicles produced in Mexico in 2013, four out of every five were exported, with the United States being the principal market, according to MOL. A statement released by the company said exports of automobiles from Mexico are expected to continue expanding, and MOL is drawing on its half-century of experience in car carrier operations to offer "continual improvements to the safety and reliability of the car carrier services to meet the rapidly growing demand." 🌐



KATHY BERGREN SMITH

MPA Manager of Port Operations Services Mary Jane Norris was a "Women in Maritime History" honoree.

## NEWSMAKERS

### MPA's Norris Named 'Woman of the Year'

**R**ecognized as a tireless worker and "problem-solver" with the Maryland Port Administration (MPA), **Mary Jane Norris** was recently named "Woman of the Year" by the Women's History Association. Norris was honored during the 15th annual Women in Maritime History breakfast.

"Mary Jane has been a leader throughout her career with the MPA," said **Chris Correale**, co-chair of the Association and Principal at EcoLogix Group. "She has been a tremendous problem-solver for the Port's customers and has worked tirelessly over the years to bring parties together to find solutions to shipping problems."

Norris has been involved in the maritime industry for more than 40 years. She started her 32-year career with the MPA as an Assistant Manager in the Tariffs and National

Port Affairs Department. Currently, she is the MPA's Manager of Port Operations Services and works as a liaison with federal government agencies involved in international cargo.

Norris also serves on several college boards and works with the federal agency Quality Work Group.

"I am overwhelmed with joy," said Norris of being the honoree at an event she has supported as a chair, co-chair and committee member for several years. The Women in Maritime History breakfast "is near and dear to my heart. We have such a tight-knit Port community, as I feel like I work with family and friends."

The breakfast, held in March at the Sparrows Point Country Club, had a theme of "Engaging the Next Generation of Port Workers." **Dr. Dawn Lindsay**, President of Anne Arundel Community College, was keynote speaker. Panelists included **Lorraine Andrews-Warnick** of the Living Classrooms Foundation, **Lieutenant Commander Stephanie Morrison**



## CRUISE

### Crystal Set for First Scheduled Cruise Out of Baltimore

The luxury cruise line **Crystal Cruises** is offering its first-ever scheduled embarkation sailing from the Port of Baltimore onboard the *Crystal Serenity* on November 8. The 11-day cruise will board passengers in New York on November 5 before welcoming additional passengers in Baltimore. Continuing its voyage, the ship will sail down the U.S.

East Coast before heading for the Caribbean and concluding the voyage in Miami.

"We developed this voyage in response to travelers' and agents' increasing demand for mid-Atlantic embarkations," says **Paul Girouard**, Crystal's Director of Sales for the eastern United States.

"Baltimore has been so welcoming to us each time we've visited. We're excited to expand our offerings there for those who want to minimize air travel and start their Crystal experiences as quickly as possible."

Last year, more than 212,000 passengers sailed

on 90 cruises from the Port of Baltimore.

"We are very pleased that Crystal Cruises has recognized this tremendous cruise market here in Maryland and offered a sailing from the Port of Baltimore," said **Governor Martin O'Malley**, who added

that Crystal's presence "helps ensure that the 500 family-supporting jobs generated by cruise activity remain in one of the most in-demand cruise ports in the U.S." 🌐



COURTESY OF CRYSTAL CRUISES

of the U.S. Coast Guard and **Diane Young** of Baltimore County Public Schools.

Comprised of Port of Baltimore maritime organizations, the Women's History Association honors one woman each year who has made a remarkable impact on the Port community. The last MPA employee honored at the event was **Barbara McMahon**, Manager of Safety, Environment, and Risk Management, in 2009. 🌐



BILL MCALLEN

Panelists who addressed "Engaging the Next Generation of Port Workers" were, from bottom left, Lorraine Andrews-Warnick, Lt. Commander Stephanie Morrison and Diane Young.



KATHY BERGEN SMITH



KATHY BERGEN SMITH



KATHY BERGEN SMITH

## IN MEMORIAM

### Union Leader John Shade Served ACD

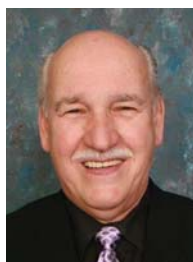
**J**ohn A. Shade, a long-time union leader and executive at the Port of Baltimore, passed away on April 20 at the age of 72.

Shade was a third generation member of the International Longshoremen's Association, having joined Local 829 in Baltimore in 1960. Thirteen years later, he moved to Local 953. Shade was elected sergeant at arms for Local 953 in 1984

and then became president of that union in 1989, a position he held for 12 years.

He eventually became labor coordinator for the union, then served as a delegate for numerous wage scale meetings, in addition to Atlantic Coast District (ACD) and ILA conventions.

In recent years, Shade served as a trustee for the Pension and Benefits Fund and Container Royalty Fund and was a



Vice President of the Baltimore District Council. He was also Vice President and an executive board member of the ACD representing the Port of Baltimore.

"John was one of the most respected union leaders of our time," said Maryland Port Administration Executive Director James J. White. "He fully understood the complexities of attracting business to the Port of Baltimore. He worked well with management and always had the best interests of his membership in mind. He will truly be missed."

Shade's funeral took place in South Baltimore. 🌐



BILL MCALLEN

## NEWSMAKERS

### Customer Service Pledge Renewed by Key Port Players

**R**epresentatives from more than a dozen agencies and associations signed the **Baltimore Port-Wide Customer Service Pledge** as part of their ongoing commitment to keep the Port of Baltimore business-friendly.

The signing occurred as part of a regular monthly Baltimore Port Alliance (BPA) meeting.

"We, as a port, are very proud of this document, as it is a testament of the cooperation we have in our Port in working with all entities to get problems solved, and, even more importantly, to continue to make progress," said **Mary Jane Norris**, Maryland Port Administration (MPA) Manager of Port Operations Services. "Communication is the key."

In the early 1990s, the Federal Agency Quality Work Group (FAQWG) was formed to ensure that federal agency rules and regulations are interpreted and carried out in the same

manner from port to port: Port customers should not be put at a competitive disadvantage because of the interpretation of a regulation, and, on the flip side, Port customers must be aware of what the rules are.

The pledge promises that the signing agencies will not only discuss specific issues when asked by customers, but will also go a step beyond that and meet monthly.

In addition to **Executive Director James J. White's** pledge for the MPA, the document was signed by representatives from the Association of Maryland Pilots, Baltimore Custom Brokers & Forwarders Association, Intermodal Council Maryland Motor Truck Association, Consumer Product Safety Commission, U.S. Fish & Wildlife Service, U.S. Customs & Border Protection, Steamship Trade Association of Baltimore, U.S. Coast Guard Sector Baltimore, Maryland Maritime Association, Baltimore District Office/U.S. Food and Drug Administration, U.S. Department of Agriculture Animal Health Inspection Service, Plant Protection & Quarantine, Baltimore Maritime Exchange and Belt's CES. 🌐





MATTHEW SCALES

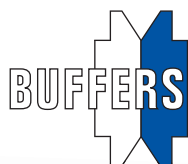
## OUTREACH

### Students Get Involved in Port Education Program

For national **Take Your Sons and Daughters to Work Day** in April, the Maryland Port Administration (MPA) designed a port education program for participating students. Five students witnessed the unloading of a paper ship, a roll-on/roll-off (RO/RO) carrier and a container ship during their tour of the Dundalk and Seagirt marine terminals. They also donned heavy coats for a brief walk through the sub-zero freezer at MTC Logistics, and learned how chicken from Maryland's Eastern Shore arrives, is flash frozen and then is shipped to other countries.

To close out their Port experience, they stenciled "Save the Bay" messages on 14 storm drains at the Cruise Maryland terminal, guided by **Andrea Blohm** of the Dundalk Renaissance Corporation, and the MPA's environmental compliance team.

This marked the third year of the MPA's involvement in Take Your Sons and Daughters to Work Day. 🌐



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## NEWSMAKERS

### Greco Tapped to Direct New Intermodal/Trade Development Division for MPA

Increasing trade through the Port of Baltimore while also providing comprehensive logistical advantages for intermodal cargo movement are key goals of a new division created by the Maryland Port Administration (MPA).

Heading the new division is Joseph M. Greco, Sr., who started at the MPA as a sales and marketing administrator in 2009 and was promoted to Deputy Director of Marketing in 2010. Greco said that the new division will concentrate on the development of short- and long-range intermodal capabilities and, at the same time, pay close attention to cargo shipped directly from beneficial cargo owners (BCOs). These are importers who take control of their cargo at the point of entry without utilizing a third-party source, such as a freight forwarder.



"Rail has always been part of the fabric of Baltimore, and the new position provides the opportunity to fully explore where new opportunities for Port-related rail business lie," Greco said. "It also increases the amount of attention we are able to provide to BCOs. The new department works directly with BCOs to help identify logistical advantages for moving cargo through Baltimore."

Greco came to the MPA with 16 years of maritime experience in the Baltimore area working for Columbia Coastal Transport and the Steamship Trade Association. He has represented the Port on foreign trade missions and has worked closely with the Governor's Office on offshore wind energy efforts.

"This is a position that I feel Joe is perfectly qualified for and one in which I believe, with his very capable abilities and contacts, will greatly benefit the MPA," noted MPA Executive Director James J. White.

Greco said that the new division will "create more specific supply chain models clearly indicating that the Port has cost and efficiency advantages that funnel cargo to us."

Since the shipping industry and supply chain management are always very dynamic, "we will need to be keyed in on market trends and react quickly," Greco said. "Being able to adapt to change will be an important aspect of the Intermodal/Trade Development Department."

He added, "With the infrastructure capabilities that we have developed with our strategic partners, I feel we will be able to provide value and contribute to our goal of additional cargo growth." 🌐



## NEWSMAKERS

### VP of Safety recognized as MMTA Person of the Year

Safety really does come first. **Craig Talbott**, a Baltimore native who has devoted his professional life to ensuring the well-being of others, was honored in April with the **Maryland Motor Truck Association (MMTA)** "2014 Person of the Year" award.

Talbott joined the MMTA in 2000 and currently serves as Vice President of Safety. He has acted as an industry liaison to the law enforcement community, offered Department of Transportation compliance expertise, conducted safety seminars and training programs, and managed key safety events. He is also a long-time organizer of the annual Maryland State Truck Driving Championships and Maryland Drivers of the Month/Driver of the Year awards.

Talbott previously worked as a Maryland State Police trooper, becoming one of the first members of the newly formed Commercial Vehicle Enforcement Division (CVED). After retiring from the force, he worked as a private safety consultant and then as Director and Risk Manager for various trucking companies. He was named to the MMTA Safety Council and received the MMTA Safety Supervisor of the Year Award.

In the U.S. Navy prior to becoming a state trooper, Talbott served on the aircraft carrier U.S.S. *John F. Kennedy*, supervising the flight deck photography group. He also developed many of the aerial pictures of the 1967 Israel/Egypt war.

The MMTA, a trade association founded in 1935 to serve the needs of every segment of the trucking industry through a wide range of informational, educational, regulatory and legislative initiatives, is one of the largest trucking associations in the country, with nearly 1,000 member companies. 🌐



## OUTREACH

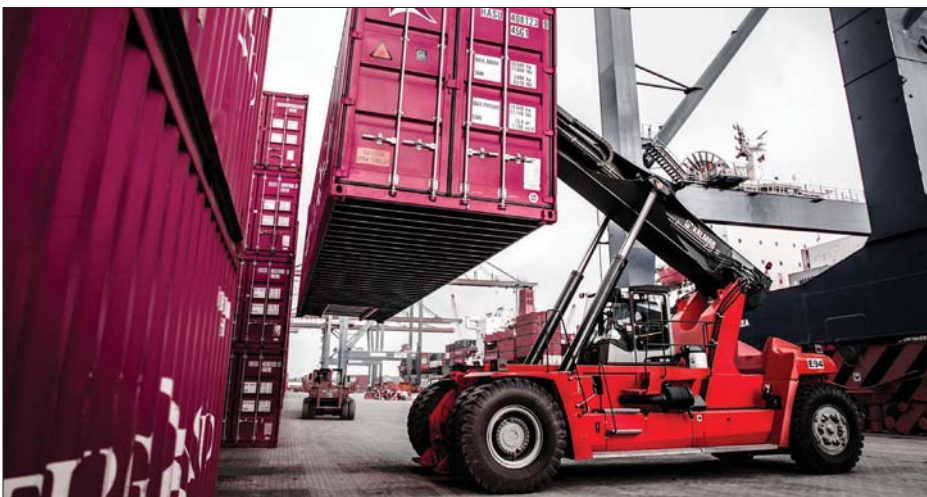
### Apostleship Contributes to Typhoon Relief

**M**onsignor John FitzGerald, Executive Director of the Apostleship of the Sea Baltimore Stella Maris International Seafarers' Center, teamed with Dr. Carlos Patalinghug, Sr., President of the American Philippine Physicians of America, to bring relief to the victims of Typhoon Yolanda, the strongest storm of the century.

The Apostleship's network of volunteers collected more than 100 boxes of clothing that were cleaned, sorted and packed for shipment. Patalinghug's grandchildren, part of a talented musical group called JAGMAC, held a fundraiser to contribute cash to the effort. Patalinghug led a medical mission to the Philippines in April to hand-deliver the much-needed clothing to remote and hard-hit areas.

"So many of our mariners are from the Philippines; we want to help them and their families in any way," FitzGerald said. "We were fortunate to be able to partner with Dr. Patalinghug and his team to get these clothes to those in need." 🌐

PHOTOGRAPHY BY KATHY BERGEN SMITH



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## SOUNDINGS

### OUTREACH

#### Transportation Industry Pulls Its Weight at College Event

**F**ocused in part on promoting career opportunities in the transportation industry, **Anne Arundel Community College (AACC)** held its third annual Truck Pull on April 10.

Teams of five competed in a timed event, pulling an empty delivery truck over a short, marked course. Students also participated in a Supply Chain Relay and Load the Truck Race.

The Truck Pull was sponsored by AACC's Transportation, Logistics and Cargo Security (TLCS) program.

"I don't think students realize the variety of occupations in this field," said **Kipp C. Snow**, TLCS Instructional Specialist "They may think transportation means truck drivers or warehouse workers, and yes, there are those jobs, but there also are the logistics, the product staging, the order fulfillment, the documentation for freight and import/export. There are jobs requiring technology and analysis."

Representatives from the Maryland Port Administration (MPA) were on hand at the event, as well as other Port businesses and transportation and logistics companies. These included Ports America Chesapeake, Maryland Environmental Service, Baltimore Port Alliance, CSX, the Masonville Cove Environmental Center, Rukert Terminals, Securitas, the Maryland Motor Truck Association, UPS and FedEx. Several of the organizations and companies had booths from which they provided information on the industry and career opportunities.

Snow said that transportation is an ever-growing industry, and therefore, a great area to study. "People are always going to need goods delivered," Snow explained. "You are always going to have transportation. Those jobs are always going to be there." 🌐

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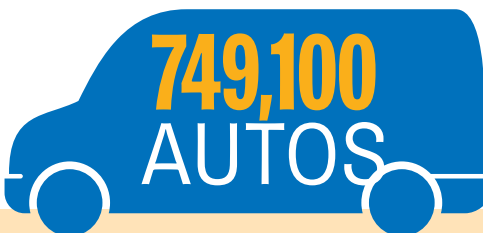


## BY THE NUMBERS

# CARGO RECORDS SET IN 2013

**T**he Port of Baltimore had another record-setting year for key targeted commodities at the public marine terminals. "The Port of Baltimore continues to prove that it is one of the most productive seaports in the U.S.," **Governor Martin O'Malley** said. "The Port has successfully withstood a challenging economy and has outperformed many other major U.S. ports, thanks to shrewd infrastructure investments, unique job-creating public-private partnerships and long-term contracts with major international shipping companies."

In total, the amount of general cargo at the Port's public marine terminals reached 9.6 million tons in 2013, matching the record set a year earlier. Here's how other records shaped up:



(public and private terminals)  
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*Previous record: 652,000 - 2012*



(public terminals)  
*Previous record: 6.3 million - 2012*



*Previous record: 515,433 - 2011*



for the Port of Baltimore among all 360 U.S. ports for handling autos and light trucks, farm and construction machinery, imported forest products, imported sugar, imported aluminum and imported gypsum.

*(Nationally, Baltimore is ranked second overall for exported coal, ninth for the total dollar value of cargo and 14th for cargo tonnage.)*



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# GreenPort

Environmental Stewardship at the Port of Baltimore



## Hawkins Point Benefits from Forested Buffer

**H**awkins Point Marine Terminal is looking greener thanks to an environmental initiative put forth by the Maryland Port Administration (MPA).

The MPA moved ahead with plans for a 14.5-acre forested buffer along the Patapsco River at a closed Dredged Material Containment Facility (DMCF). More than half of the 2,000 trees slated for Hawkins Point have been planted this spring. The remaining trees will be planted in the fall. The project is part of the MPA's goal to improve water quality around its facilities.

"The initial proposal was to just have a grassed open space. However, we saw an opportunity for improvement," said Bill Richardson, MPA Environmental Manager. "A reforestation project would provide an enhanced wildlife habitat and improve air and water quality."

Tree canopies remove green house gases and produce oxygen. Trees also have a higher capacity to remove Total Maximum Daily Load (TMDL) nutrients. TMDL is a calculation of the maximum amount of a



PHOTOGRAPHY BY BILL MCALLEN



pollutant that a body of water can receive and still meet water quality standards.

The 2,000 trees will consist of a variety of types such as evergreen, oak and pine. There will also be native species and high-quality deciduous trees.

The MPA will conduct a five-year monitoring plan to ensure survivability of the trees and will work to control invasive species to ensure that the site regenerates as a viable native habitat.

"We're looking for opportunities to do some additional tree reforestation at other locations," Richardson said. 🌐

## ISO 14001 Recertification Achieved by MPA

**T**he Maryland Port Administration (MPA) is once again recognized for its environmental management system (EMS).

For its ongoing efforts, the MPA had a successful "recertification" audit of its Environmental Management System, ISO 14001. This means that the MPA meets the global standard for environmental management that recognizes a commitment to compliance with regulations and continued improvement in environmental practices.

The five-day independent audit was completed in April and no nonconformities were noted. The MPA's "Certificate of Registration" is in effect until May 26, 2017.

To obtain ISO certification back in 2011, the MPA developed and implemented an Environmental Management System that controls and continually improves the environmental impact of its activities. The EMS ensures compliance with regulations, fosters environmental stewardship and establishes management procedures for regular audits and improvement plans. 🌐



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*MPA Deputy Executive Director M. Kathleen Broadwater and Waterfront Partnership of Baltimore President Laurie Schwartz welcomed the Jones Falls waterwheel that serves as a trash interceptor.*



PHOTOGRAPHY BY BILL MCALLEN

## MPA Rounds Up Funds for Waterwheel Project

**T**he Maryland Port Administration (MPA) is playing a vital role in keeping a major Baltimore waterway clean.

As part of its Masonville Dredged Material Containment Facility (DMCF) mitigation package, the MPA has participated with the Waterfront Partnership of Baltimore (WPB) in a Jones Falls waterwheel project. M. Kathleen Broadwater, MPA Deputy Executive Director, lauded the initiative during a recent ceremony.

The waterwheel project involves the use of one of five trash interceptors that are required by DMCF construction permits to mitigate open water and wetland impacts in the area.

The current of the Jones Falls provides the power to turn the waterwheel, which in turn drives the conveyor belt that lifts trash from the water and deposits it into a Dumpster barge. A solar panel array, capable of generating 2,500 watts of electricity on a sunny day, delivers power to operate the waterwheel when the

river's current is insufficient. The trash interceptor is capable of removing up to 50,000 pounds of trash per day.

The MPA is providing \$500,000 to WPB for construction and installation of the waterwheel, followed by 20 years' worth of maintenance funding. For the



**The current of the Jones Falls provides the power to turn the waterwheel, which in turn drives the conveyor belt that lifts trash from the water and deposits it into a Dumpster barge.**

first five years after construction, \$16,500 will be provided annually for trash removal and mechanical maintenance. Then, for the 15 years that follow, \$10,000 will be provided annually for mechanical maintenance only — the numbers are all per the Masonville Environmental Impact Statement (EIS) mitigation package. Total

funding provided by the MPA will reach \$732,500.

The MPA is only providing funding, not performing any service.

The Maryland Environmental Service (MES), on behalf of the MPA, managed the construction and operation of the Masonville DMCF. 🌐



## Action Taken to Keep Communities Clean

**A**s part of a Small Watershed Action Plan, residents of two communities near the Port of Baltimore have joined with the Maryland Port Administration (MPA) and other groups to make sure their neighborhoods stay clean.

The overall goal of the plan, which was created when the National Aquarium in Baltimore was able to secure grant funding from the National Fish and Wildlife Foundation and Chesapeake Bay Trust, is to help Brooklyn and Curtis Bay residents identify and assess environmental hazards in their communities.

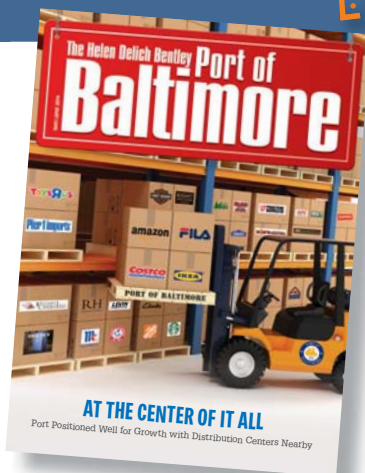
State officials hope to recruit even more citizens to help clean up areas of illegal dumping and trash that filters into watersheds around the Masonville Cove Nature Area and into the Patapsco River. Masonville Cove is a \$153 million environmental restoration project that has turned one of the Baltimore Harbor's most contaminated sites into an area that benefits wildlife, local residents and the Port community. The area includes an 11-acre parcel of land that has been replanted with native trees, shrubs and wetland plants. It also features walking trails, fishing from a designated pier and a vantage point for bird watching.

"Masonville Cove and the Small Watershed Action Plan are a model for what we can accomplish by working together in a community-based effort to build a better, more sustainable future for Maryland," said Lt. Governor Anthony G. Brown, who helped spearhead the effort. "All of our communities play a role in protecting our environment, and as we look to the future, we must strengthen our commitment to environmental justice for our most vulnerable populations in cities and towns throughout Maryland."

A multi-agency, statewide "Smart, Green & Growing" initiative is helping Maryland achieve a more sustainable future by linking community revitalization, transportation improvements, economic development, smart growth and environmental restoration efforts. The Masonville Cove Environmental Education Center brings together many of the goals of this key initiative into one project.

At a Small Watershed Action Plan kick-off event in Brooklyn and Curtis Bay, experts from the National Aquarium and Center for Watershed Protection taught community members and students from Benjamin Franklin High School how to conduct a thorough neighborhood assessment. They were trained to identify and document hot spots related to trash, illegal dumping, illegal discharges and water flow. 🌐

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PHOTOGRAPHY BY BILL MCALLEN

## Community Sees How Wildlife Now Inhabits Dredging Site

To familiarize area neighborhoods with some of the benefits of dredging operations taking place at the Port of Baltimore, a Community Open House was held in late April at the Cox Creek Dredged Material Containment Facility (DMCF).

The event provided an opportunity for visitors to learn about the dredging program and see how the site is operated. In addition, they were introduced to a feasibility study currently underway that addresses possibly expanding the Cox Creek containment site to an upland property also owned by the Maryland Port Administration (MPA).

The day started with an early-morning bird walk for about 30 participants; an additional 52 guests participated in the open house. Visitors were taken on a

riding tour along the dike of the site and given a demonstration of how the site is monitored; some participants were able to witness a live inflow event of dredged material being pumped into the site.

Partners who supported the open house included the U.S. Fish and Wildlife Service, Living Classrooms Foundation, U.S. Army Corps of Engineers, Restore Rock Creek watershed organization, Anne Arundel County Department of Public Works and Phillips Wharf's Fish Mobile. 🌐

## States Secures \$750,000 Grant for Dray Truck Program

The Maryland Port Administration (MPA) received a \$750,000 grant from the U.S. Environmental Protection Agency (EPA) to keep the Port of Baltimore Dray Truck Replacement Program rolling along.

The funds will go toward replacing 22 pre-1997 model-year dray trucks in service at the Port of Baltimore with models powered by 2010 or newer certified engines. The grant was part of \$4.2 million in federal dollars earmarked for clean diesel projects at six U.S. ports.

"Ports are the main gateway for U.S. trade and are critical to our country's economic growth, yet the communities surrounding ports face serious environmental challenges," EPA Administrator Gina McCarthy said. "We demonstrate that, through collaboration and innovation, we can achieve the goals of economic growth and environmental stewardship."

Dray trucks are used to haul freight from the Port to nearby distribution centers. Last year, the MPA encouraged companies and owner/operators at the Port to apply for incentives to purchase newer, cleaner-running trucks

under a program underwritten by federal and state dollars, including the MPA and Maryland Department of Transportation (MDOT).

Eighty-two dray trucks have already been replaced at the Port, reducing several air pollutants. Annual emission reductions include 90 tons of nitrogen oxides (NOx); four tons of PM2.5; 3.5 tons of hydrocarbons (HC); and 24 tons of carbon monoxide (CO). Over the estimated lifetime of the trucks replaced, this means more than 1,000 tons of NOx, 47 tons of PM2.5, 44 tons of HC and 306 tons of CO.

"Replacing older trucks that often emit higher levels of emissions with newer vehicles will help employees working at the Port of Baltimore and residents in nearby local communities breathe a little easier," said Maryland Gov. Martin O'Malley. "This replacement program is part of our comprehensive plan to reduce Maryland's greenhouse gas emissions by 25 percent by 2020. Through this award, we are very pleased the EPA recognizes the work we are doing here in Maryland to improve air quality and reduce greenhouse gas emissions." 🌐





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# Delivering THE GOODS

Distribution Centers Find  
That **Proximity to the Port**  
is Definitely a Plus

BY BLAISE WILLIG

**A** port without adequate distribution channels is just another body of water. On the other hand, a port linked to a large and sophisticated supply network can reach markets virtually without limits.

From the Port of Baltimore, a wide variety of distribution centers fans out like the spokes of a wheel, filling an integral role in the process of moving goods in every direction to the people who need them.

The reasons are many for the area's popularity among a diversity of distribution centers, ranging from its central location on the U.S. East Coast to its superior rail and highway infrastructure capabilities.



Just as important is the region's large and affluent consumer base.

"Maryland has the highest household median income in the country; the combined metro area of Washington, Baltimore and Northern Virginia is the third largest consumer group in the country," noted Joseph M. Greco, Sr., Director of Intermodal / Trade Development, for the Maryland Port Administration (MPA). "Companies want their product close to the people who purchase it — it makes logistical sense." >>>

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*Fila keeps its high-end footwear moving quickly through a convenient location in the Curtis Bay area of Baltimore.*

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KATHY BERGREN SMITH



KATHY BERGREN SMITH



*Restoration Hardware's primary furniture distribution center for the eastern regions of the U.S. and Canada is located in North East, Md.*



## Support for the Supply Chain

**C**all them what you will — DCs or fulfillment centers or warehouses. A distribution center by any other name still occupies an important position in the supply chain.

"From an international perspective, which the Port is focused on, the distribution center is the ending point," Greco explained. "Once cargo arrives from an overseas manufacturing facility to a local or regional supply chain, the cargo transfers from international to domestic. So, from our point of view, it is the finish line but also the driving force behind why cargo is moving over our port."

The MPA and Ports America Chesapeake, the operator of Baltimore's Seagirt Marine Terminal, keep in regular

contact with numerous distribution centers of all shapes and sizes, making certain that supply-chain demands are constantly met for companies ranging from Starbucks to Toys R Us and Pier 1 Imports to IKEA.

"It is a very dynamic industry, so making sure we understand the needs of the customer gives us the opportunity to reach and provide solutions to ensure their cargo stays in Baltimore," Greco said. "We also market our capabilities to Beneficial Cargo Owners (BCOs) with facilities in our market that are not using our Port."

Among many of the larger distribution centers in the area, the support offered by the Port is certainly appreciated.

"The Maryland Port Administration has been proactive in keeping our company updated on future Port developments and

the potential impact of those developments on our business operations and strategies," said Glenn E. Berger, Vice President, Global Transportation, for Restoration Hardware. "We have found the Port to be highly collaborative in helping our company identify service providers as needed to assist with cargo flowing through the Port."

Restoration Hardware, a luxury brand in the home furnishings marketplace, operates a 1.2 million-square-foot facility in North East, Md., as its primary furniture distribution center for the eastern regions of the United States and Canada. A secondary DC of approximately 508,000 square feet is located in Baltimore; this facility also serves as a furniture home delivery hub for the greater Baltimore and Washington, D.C., metropolitan areas.







PHOTOGRAPHY COURTESY OF RESTORATION HARDWARE. RESTORATION HARDWARE PRODUCTS, FROM LEFT: 18TH C. ENGLISH ARMORIAL CREST COASTERS (\$25), COCKTAIL PLATES (\$39) AND COCKTAIL NAPKINS (\$26); 1949 FRENCH DESKTOP GLOBE (\$49); OUTDOOR HAND-KNOTTED FLATWEAVE POUF (STARTING AT \$395); 98-IN. CAMBRIDGE LEATHER SOFA (STARTING AT \$4,595); 1840S BELGIUM WORKING TOWER CLOCK (\$1,495); AND BENNETT ROLL-BACK LEATHER ARM CHAIR (STARTING AT \$799). RH.COM

The obvious benefit of the two facilities' geographic location, noted Berger, is Restoration Hardware's "ability to service large East Coast markets overnight."

Costco, the membership warehouse club with hundreds of locations worldwide, also appreciates having a distribution center in proximity to the Port. "One driver can make multiple turns throughout the

day for better efficiency, fuel costs and faster distribution to locations," explained Jen Cerrito, Depot Manager at Costco's Frederick, Md.-based facility.

In addition, Costco has "built a strong relationship through quarterly Port meetings which have enabled us to have an open line of communication with the operators of the Port," Cerrito said.

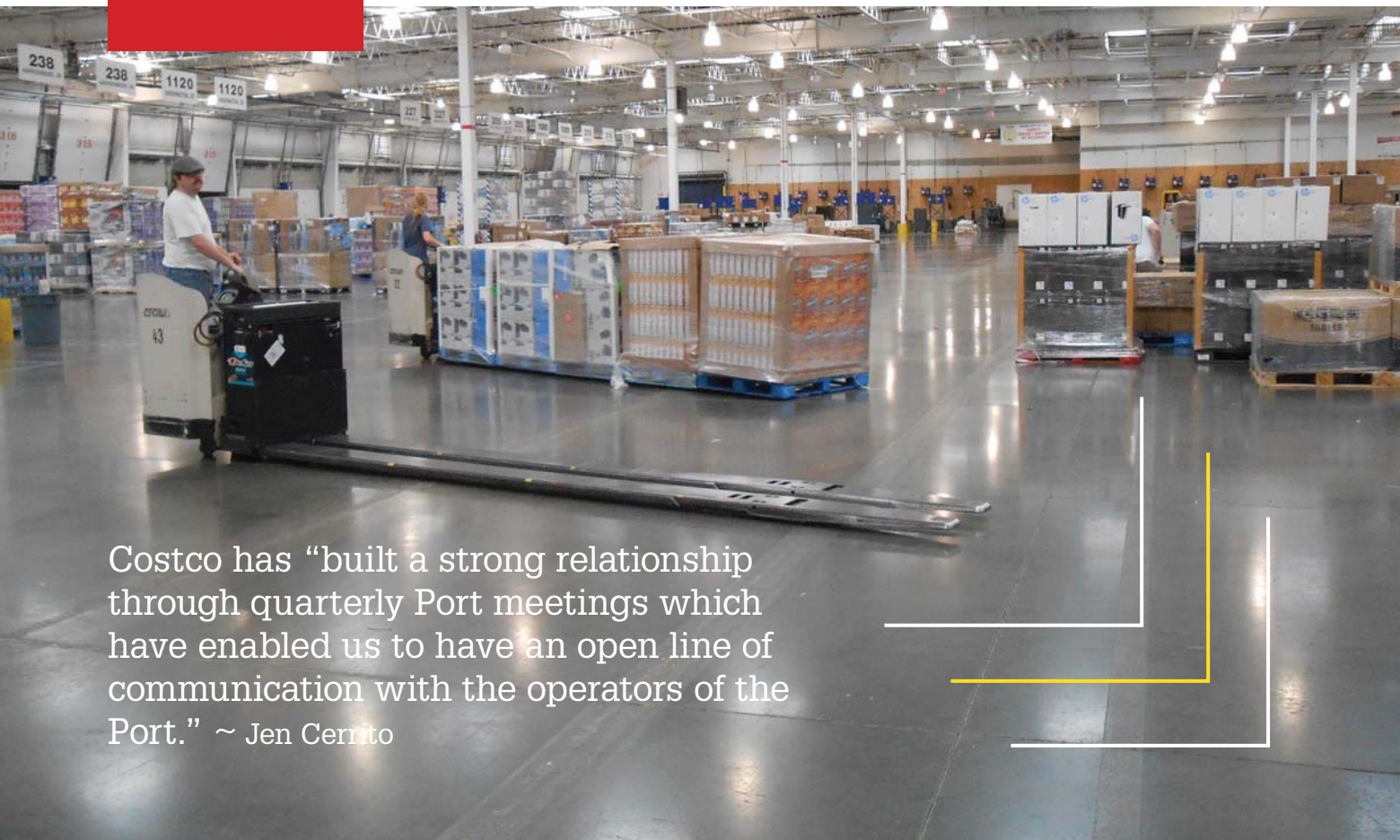
The Costco distribution center, which consists of 353,000 square feet on 80 acres, incorporates a state-of-the-art refrigeration system running off of NH3, which is efficient, cost-effective and safe for the environment. According to Cerrito, it also utilizes a "Yard Management system" that uses pagers to assign trucks to doors (similar to a restaurant), so the process is

**"It is a very dynamic industry, so making sure we understand the needs of the customer gives us the opportunity to reach and provide solutions to ensure their cargo stays in Baltimore." ~ Joseph M. Greco**





*Costco opened its state-of-the-art, 353,000-square-foot distribution center in Frederick, Md., in early 2010.*



Costco has “built a strong relationship through quarterly Port meetings which have enabled us to have an open line of communication with the operators of the Port.” ~ Jen Cerrito

PHOTOGRAPHY COURTESY OF COSTCO





streamlined for all inbound carriers. Cerrito noted, "Drivers never need to get out of their trucks, averaging 250 inbound loads per day and shipping 130 to 140 outbound loads to 32 locations — all accomplished in one eight-hour shift."

Ever-evolving technological enhancements play a key role in distribution center operations. As the MPA's Greco has noted, "We have seen more IT programs introduced into the local DCs. Tracking and merchandise management are very important to DC efficiencies, and this is where we see most of the IT implementation."

The 1.7 million-square-foot IKEA distribution center that sits on a 278-acre property in Perryville, Md., utilizes partially automated material handling and retrieval systems. This helps the facility's 550 "co-workers" handle about 1.75 million pallets per year while providing inventory to many U.S. IKEA stores. (Technology of a different sort is also being put to use at the IKEA DC, where, in 2013, Maryland's largest rooftop array of solar panels was installed.)

With more than 300 stores in 26 countries and approximately two-thirds of its production based in Europe, the home furnishings giant makes good use of having a distribution center close to the Port. "Our proximity to Baltimore's port facilities increases efficiency with the distribution of product imports on a daily basis," said Jeff Fish, Information & Communication Manager with IKEA Distribution Services North America.

Efficiency is near and dear to all distribution centers. Fila, a leading global designer of high-end footwear, prizes its location right in the Curtis Bay area of Baltimore. "Our proximity to the Port allows us to keep our drayage cost down

Clarks



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*IKEA, the home furnishings giant, handles 1.75 million pallets annually at its 1.7 million-square-foot facility in Perryville, Md.*



PHOTOGRAPHY COURTESY OF IKEA

and also allows us to cut down on our delivery time from the Port," noted Patrick Craig, Vice President, Distribution, for Fila USA, Inc.

Operating with features such as high-speed sortation and narrow aisle storage, the facility has 292,000 square feet of space on the floor, 42 feet of clear height and 80,000 square feet at the mezzanine level for sortation equipment.

Another major distribution center in the area is operated by DELSEY, the French luggage manufacturer that has its U.S. headquarters in Hanover, Md. From its 186,000-square-foot facility, which capitalizes on extended height racking and short product flow, DELSEY is able to take advantage of centralized distribution in the mid-Atlantic region and easy access to Interstate 95.

DELSEY also benefits from a "very good relationship" with the MPA. "Port officials are very informative, which helps us make educated business decisions," said Dan Hercher, DELSEY's U.S. Supply Chain

Manager. *(You can read a business profile about DELSEY on page 38.)*

IKEA likewise stays well-informed through the MPA. "The contact and services that the MPA has provided have always been effective and positive," Fish noted. "We've spent a great deal of time in learning about [each other's] needs ... to result in an outcome that is beneficial to us both. It's a great partnership."

## Cargo on the Move

**J**ust like the technology being put into use at each distribution center, the DC landscape continues to evolve.

Restoration Hardware opened its North East facility just two years ago, and last year, Starbucks made Baltimore its East Coast hub to supply the coffee company's York, Pa., roasting facility.

Meanwhile, Reliable Churchill, LLLP, the largest wine and spirits distributorship in Maryland, is building a state-of-the-art,

449,200-square-foot facility in the White Marsh/Middle River area to consolidate the company's office and warehouse operations. Construction is expected to be completed this summer.

Then, of course, there was the recent news that Amazon will be opening a one-million-square-foot fulfillment center on the former site of the General Motors assembly plant in southeast Baltimore later this year. The Seattle-based online retail giant expects that more than 1,000 full-time jobs will be created at the center, which will not only be located near the Port, but will also enjoy immediate access to I-95 and I-895, as well as rail service by CSX and Norfolk Southern.

At the time of the announcement, Governor Martin O'Malley commented, "Companies are taking note of the investments we're making in transportation infrastructure and workforce development, and they're creating jobs here. We know Amazon's decision was based on a solid business plan, and we look forward to



working with them as they continue to expand here in Maryland."

MPA Executive Director James J. White added, "Ship owners always ask ports how many distribution centers they have. If you can have a distribution facility near your port, it gives you a better chance to handle more cargo and grow jobs." He also noted that infrastructure improvements made at the Seagirt container terminal in

the last few years "have put us in a very competitive position to attract additional cargo."

The MPA and Ports America Chesapeake expect to keep doing what they can to support the great mix of distribution centers in the area.

"The Port's ability to serve these DCs in an efficient manner says a lot about our capabilities," Greco said. "Ports America's

management has provided a very efficient experience for these customers. Their trucks come and go very quickly, without terminal congestion that is present in other ports. The ocean vessels their cargo arrives on are also handled very efficiently, assuring their cargo can go from ship to terminal to truck to DC in a very efficient manner." 






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# SERVICE to COUNTRY



## Port Relies On Strength of Coast Guard, Customs and Border Protection and Other Federal Agencies

BY KATHY BERGREN SMITH

**W**hile the Port of Baltimore goes about its everyday business of ensuring the smooth flow of cargo and passengers across piers and in and out of terminals, the Maryland Port Administration (MPA) and terminal operators appreciate that a strong network of federal agencies is on hand to keep shores safe and commerce moving within the law.

Whatever the threat might be — counterfeit goods, invasive species, illegal immigrants, even the specter of terrorism — agencies such as the U.S. Coast Guard, Customs and Border Protection (CBP) and others that were on hand at the recent Port-Wide Industry Day and Federal Agency Trade Fair represent the frontline defense for the U.S. Department of Homeland Security.

### **CUSTOMS TEAM DISPLAYS VIGILANCE**

"CBP is consistent in our approach to prevent terrorists and instruments of terror from entering the U.S., while also facilitating the flow of legitimate trade and travel," said John Peters, Acting Port Director, Tactical Operations. "Our core values are vigilance, service to country and integrity, and CBP is on the job 24/7 protecting the



KATHY BERGREN SMITH









U.S. population and economy."

Long before a ship arrives at the berth, CBP has a very good idea of what and who is on it. This is thanks to the agency's robust partnerships with foreign governments, law enforcement and industry. Advance reporting of manifests and import data help target high-risk containers for screening when they arrive.

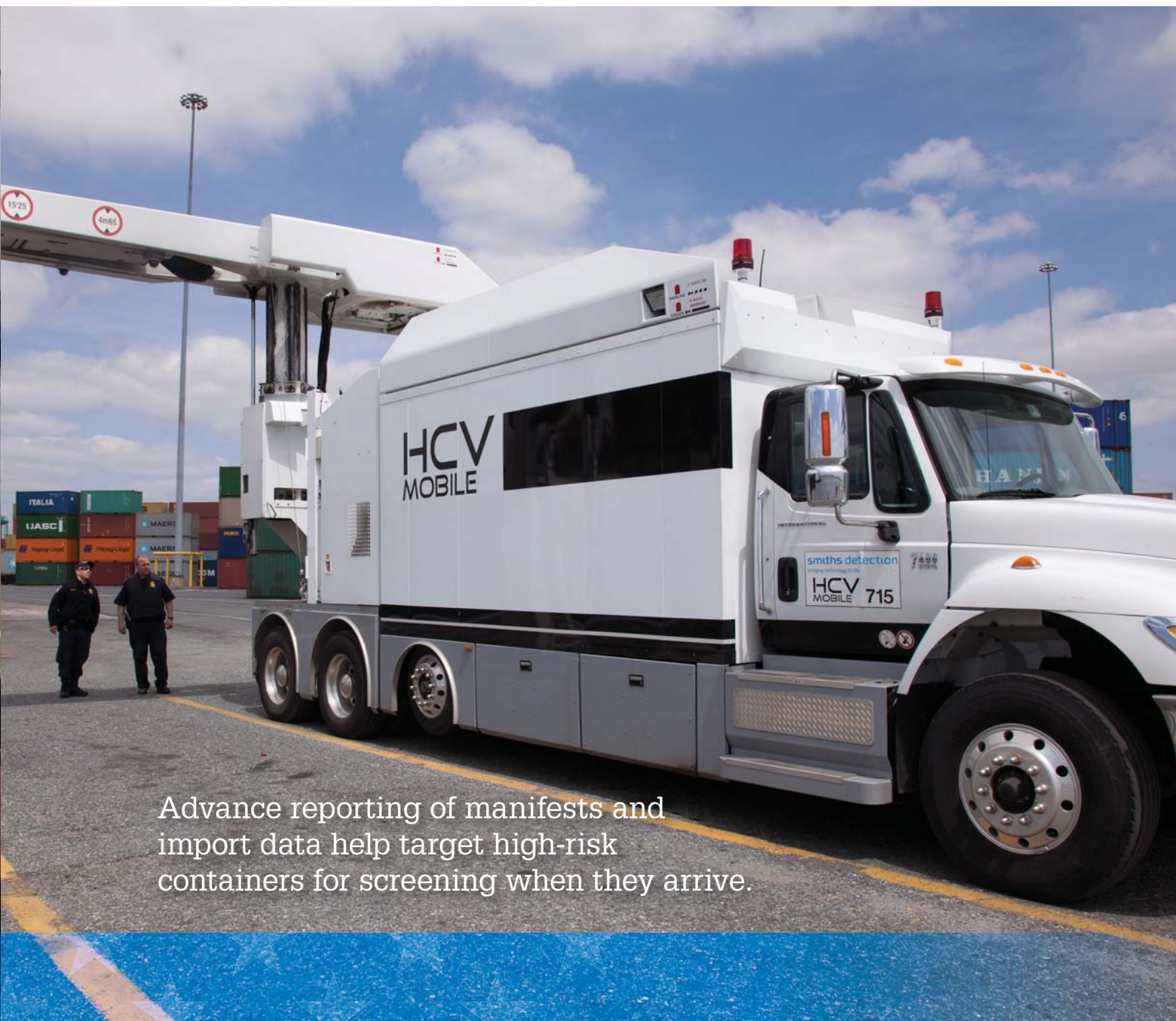
Once a ship is on terminal, Customs agents have high-tech tools in their arsenal to screen, scan and inspect the cargo. "Our layered and risk-based approach

*CBP Ag Specialist Tim Morris, top photos, inspected containers at the Tailgate Inspection Area at the Dundalk Marine Terminal while Ag Specialist Amanda Furrow checked a shipment of imported wheat for insects or seeds. Facing page, a Vehicle and Cargo Inspection System (VACIS) is capable of providing high-res imaging of a container's contents.*

provides that, at a minimum, 100 percent of high-risk containers are examined," said Diane Bowman, Acting Port Director for CBP.

Another section of CBP is focused on "hitchhikers." CBP agriculture specialists safeguard American





Advance reporting of manifests and import data help target high-risk containers for screening when they arrive.

agriculture by detecting and preventing entry into the country of plant pests and exotic foreign animal diseases. These inspectors, armed with scientific training and a magnifying glass, look for insects or contaminants that may be living in packaging materials, in the mud on an imported tractor's tires or carried by a cruise passenger.

When a suspicious organism is found, the inspectors call upon their colleagues at the U.S. Department of Agriculture (USDA) to confirm its identity.

"The success of the Agriculture Quarantine Inspection (AQI) program in preventing the entry of pests and diseases is a result of the cooperative work that CBP and the U.S. Department of Agriculture's Animal and Plant Health Inspection Service (APHIS) are doing together," Bowman said.

The MPA also works closely with CBP to facilitate the movement of international cruise ship passengers through the Port. Together, they have created and mutually operate a facility that meets the stringent

security requirements of CBP while processing passengers in a manner that is attractive for tourists who are utilizing the Port of Baltimore as a departure/arrival point. "Our Port receives high ratings from cruisers for the efficient way the facility handles passengers," noted Dave Thomas, MPA's Director of Operations.

## REMAINING ALWAYS ON GUARD

Another critical partner in keeping the Port safe and commerce flowing is the U.S. Coast Guard. Sector Baltimore, headquartered in Curtis Bay, is responsible for all Coast Guard activities in the Upper Chesapeake Bay and its tributaries — an area that encompasses some 1,200 miles of shoreline reaching all the way to Washington, D.C. The mission of Sector Baltimore includes everything from search and rescue to icebreaking and supervision of vessel traffic in an especially busy waterway. The Coast Guard is also in charge of vessel and terminal inspections while spearheading response and force protection — in short, whatever it takes to keep the port safe.

"Facilitating safe, secure and environmentally sound commerce is one of the Coast Guard's highest priorities," said Captain Kevin Kiefer, Captain of the Port, Sector Baltimore. "Here in Baltimore, we work closely with numerous port stakeholders, including the Association of Maryland Pilots, Baltimore Port Alliance, Maryland Port Administration, Harbor Safety Committee, Area Maritime Security Committee and many others to mitigate competing priorities with an eye toward keeping the waterways safely open."

This past winter brought the heaviest ice accumulation in the Upper Chesapeake Bay and C&D Canal in 30 years. "Working with stakeholders, we pooled Coast Guard, Maryland Department of Natural Resources and industry assets to keep the waterways open at all times with minimal restrictions," Kiefer said, adding, "In the event of a significant emergency, such as a hurricane, we would follow prepared contingencies already coordinated with all of our stakeholders with a goal to minimize the impact on the Port. ... This approach is not only good for the economy, it has been proven to be the safest."

While the Coast Guard is the enforcement arm for the federal government's Maritime Security Act, it has



PHOTOGRAPHY COURTESY OF U.S. COAST GUARD





“Facilitating safe, secure and environmentally sound commerce is one of the Coast Guard’s highest priorities.”

~ Captain Kevin Kiefer

the help of the greater Port community when it comes to ensuring Port security and vessel safety.

"The Coast Guard works very hard to keep us educated and assist us in complying with the law," said David Espie, MPA Director of Security.

## A DAY FOR REACHING OUT

A Port-Wide Industry Day, undertaken by Coast Guard Sector Baltimore in conjunction with the Federal Agency Trade Fair, is held annually as a major outreach initiative. The daylong program offers presentations by top officials as well as face-to-face discussions on topics of interest to the Port community. Breakout sessions tackle issues ranging from vessel security to terminal-side safety requirements.

This year's event, held in late April at the Cruise Maryland Terminal, drew well over 100 participants.

"It is really good to get an idea of what is going on around the harbor and develop a rapport with members of the Coast Guard," said Industry Day participant John Shellenberger, a tugboat captain with McAllister Towing of Baltimore.

With so many marine industry representatives in one place, the Baltimore Port Alliance's Federal Agency

Quality Work Group (FAQWG) took the opportunity to highlight several federal port partnerships. The MPA's Mary Jane Norris, who facilitates the FAQWG, said, "We meet once a month and the agency representatives share with the Port community any information that might be pertinent. We basically go around the room and share issues, events and updates."

At the Industry Day event, FAQWG agencies set up table displays and met with attendees. Representatives from the U.S. Environmental Protection Agency (EPA) had handouts on the latest emissions regulations for imported vehicles, while the USDA and its partners at CBP shared the latest bulletins on invasive species.

The U.S. Fish and Wildlife Service (FWS) displayed confiscated products that use protected animal parts. Catherine Cockey, a wildlife inspector with the FWS, noted the Port of Baltimore is one of only 18 ports in the country designated as a regulated FWS port. "It is a busy port and the officers are always on their toes," she said.

Other regular participants in the annual gathering include the U.S. Department of Transportation, Food and Drug Administration, Immigration and Customs Enforcement and the Consumer Safety Commission.

Together, the agencies show that the Port of Baltimore has a secure safety net supporting it. 🌐



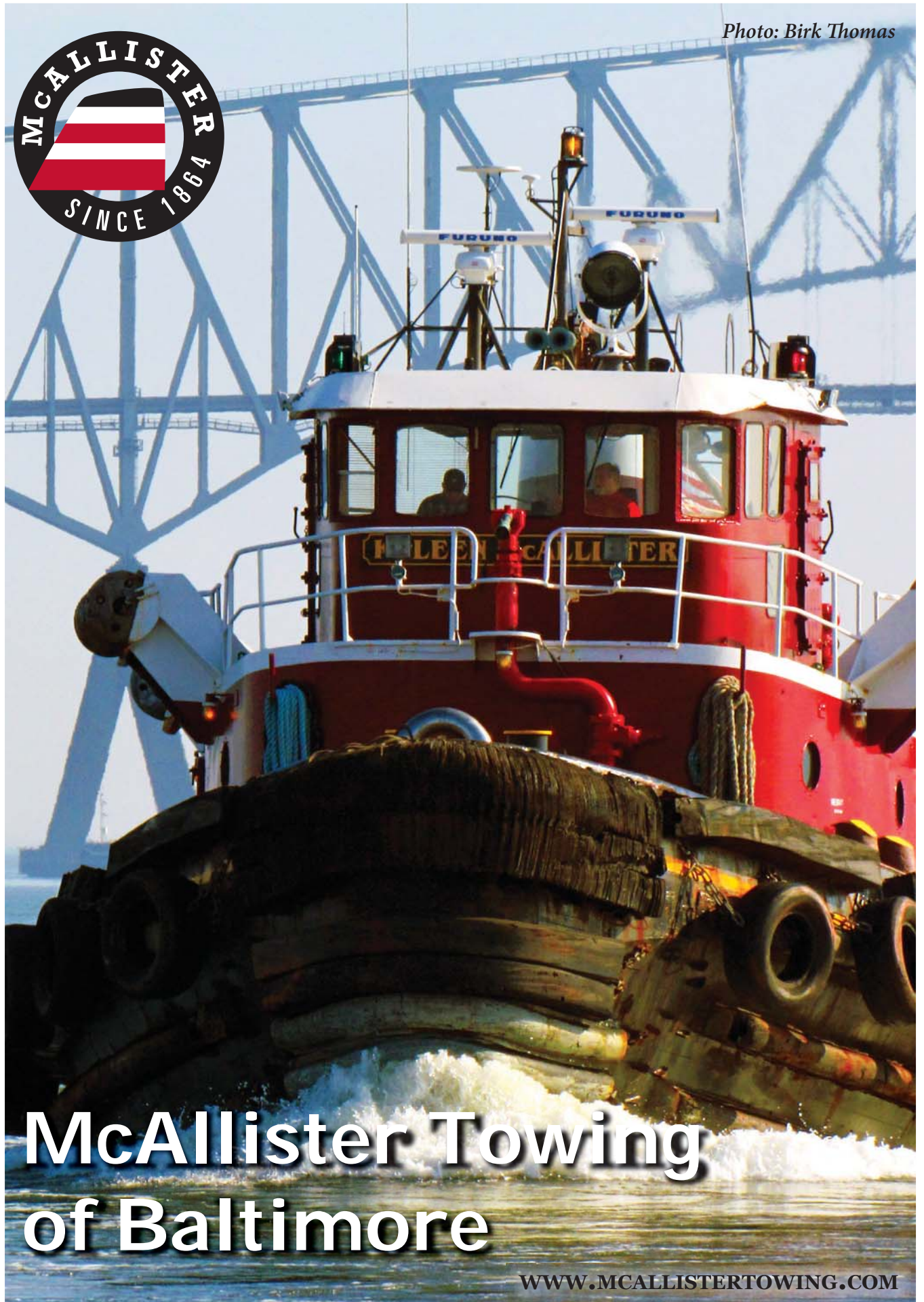
The Port-Wide Industry Day program offers presentations by top officials as well as face-to-face discussions on topics of interest to the Port community.



PHOTOGRAPHY BY BILL MCALLEN



Photo: Birk Thomas



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# A STRONG CASE

for the Port







Photography Courtesy of DELSEY

## DELSEY Luggage Manufacturer Likes Baltimore for Its Location and Efficiency

**DELSEY**  
PARIS

BY TODD KARPOVICH

When DELSEY sought a location for its first U.S. headquarters 30 years ago, the iconic French luggage manufacturer packed its bags and headed for a place near the Port of Baltimore.

Since DELSEY's arrival in the area in 1984, the Port has not only provided the company with easy access to East Coast destinations, but also a constructive working relationship. Today, Baltimore remains the primary port used by DELSEY for importing goods into the country.

"Proximity has a lot to do with our decision to use the Port of Baltimore," said Dan Hercher, DELSEY's U.S. Supply Chain Manager. However, he added that the company has also benefited from being given a clear understanding of how the Port functions.

Hercher explained that Joseph M. Greco, Sr., Deputy Director, Marketing, for the Maryland Port Administration (MPA), took the time in mid-2013 to provide "a very informative tour" of the shipyard

that "helped to clarify the unloading process, container availability and timing involved."

"This understanding," Hercher said, "helps our relationship by understanding the difficulty involved in some of our requests, or in some instances, the simplicity of a request. We have great contacts at the Port that can be called upon for any questions or concerns we have."

While referring to DELSEY as "a great partner for the Port of Baltimore," Greco added, "They value the efficiencies of Seagirt Marine Terminal and the processes Ports America Chesapeake has put in place. They make a very high-quality product and are a very well-respected organization. Having them as an example of a satisfied beneficial cargo owner (BCO) helps the Port's overall image. We appreciate the input they provide regarding what is important for their supply chain, and we look forward to continuing a mutually beneficial relationship for many years to come."

DELSEY's presence in Baltimore for the last three decades is just one part of the company's long, international history. Founded in 1946 as a partnership between Emile Delahaye and the Seynhaeve brothers, André and Walter, the French company started out by making leather cases for cameras and photographic equipment. Today, DELSEY is present on all five continents and in more than 110 countries, and it is said that a DELSEY bag is sold every 10 seconds worldwide.

One of DELSEY's more cutting-edge innovations was the world's first rigid suitcase on wheels, launched in 1972 and called "Airstyle." This project revolutionized travel by making baggage less cumbersome.

But DELSEY didn't stop there. The company continued to introduce a series of items that modernized the travel industry and won numerous awards for design. Just last year, DELSEY won a Product Innovation award for the HELIUM AERO international carry-on, which features a streamlined design with a hard-side pocket



## DELSEY AT A GLANCE

Founded: 1946

World Headquarters: Paris, France

U.S. Headquarters: Hanover, Maryland

U.S. Employees: 43

Industry: Consumer Goods

Product: "Ingenious baggage designed to accompany travelers wherever they go and to adapt to all types of journey, both professional and personal."

## MILESTONES in the DELSEY journey:

**1911** Company founded by Emile Delahaye, manufacturer of camera bags

**1946** DELSEY brand creation in Paris, France

**1972** Introduction of the first wheeled upright case

**1975** Launch of the first polypropylene-injected, molded luggage

**1984** Launch of the Helium collection, featuring an innovative flexible frame

**1993** Invention of the Dual Drive concept, using two or four wheels

**1999** Launch of the Wheels Pack System backpack (patented)

**2009** DELSEY first generation Over Weight Indicator (patented)

**2011** DELSEY Zip Securi Tech, the most secure zipper on the market (patented)

**2012** DELSEY second generation Over Weight Indicator, incorporating the device onto the top handle of the case (patented)

**2013** Introduction of DELSEY 24H Linen, the first luggage in natural fiber composite (patented)



on this hard-side case. This year DELSEY was also recognized with the industry award for the new CHATELET collection, which includes a Stop and Go brake system on the timeless, quality case.

While DELSEY remains focused on expanding its brand, the company has also promoted numerous environmental initiatives. The company is compliant with European regulations regarding Registration, Evaluation, Authorization and Restriction of Chemicals (REACH), which ensures a high level of protection from the risks that can be posed by chemicals.

To reduce space and volume during shipping, DELSEY flattens, folds and even nests its products. The company likewise focuses on reducing packaging quantity and size by eliminating individual wrapping.

To go along with the support it receives from the MPA at the Port of Baltimore, DELSEY works with the Mediterranean Shipping Company (MSC) and Evergreen Marine Corp. and has "a great relationship with both steamship lines," Hercher noted. 🌐



**2013** Launch of DELSEY hard-side exterior front pocket on two hard-side collections

**2014** Introduction of an innovative brake system on the iconic DELSEY Châtelet collection

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Source: [www.mdt.maryland.gov/Police/Police\\_Main.html](http://www.mdt.maryland.gov/Police/Police_Main.html)



# Captain with Authority

## Commander of MdTA Police Port Detachment Maintains Safety

Since January, Captain Joseph F. Scott has been helping the Maryland Transportation Authority (MdTA) Police, Port of Baltimore Detachment. His detachment provides all of the typical policing services for the Port — everything from thefts, assaults and accidents to DUIs and minor traffic offenses.

The detachment also works closely with Port Security, the U.S. Coast Guard, U.S. Customs and Port Operations as part of a larger security presence.

"Being responsible for securing any major transportation infrastructure is an enormous challenge that causes state, local and federal partners to work collectively at a common goal," said Scott, adding that the Port is "a major transportation hub that provides revenue for the State of Maryland."

Acknowledging that "law enforcement has

drastically changed in the post-9/11 world that we live in," Scott explained, "Conducting regular meetings and sharing information with one another is the best way to ensure that we collectively maintain safety and security for the Port of Baltimore."

David Espie, Maryland Port Administration (MPA) Director of Security, commented, "Captain Scott brings numerous years of investigative and supervisory experience that will prove beneficial to all of those that utilize the terminals of the Port of Baltimore, and he will also be a major factor in maintaining the Port's recognition as one of the most secure in the nation."

On a daily basis, Scott handles administrative issues having to do with personnel, equipment, detachment renovation and the review of major incidents. He participates in almost-daily meetings

BY MERRILL WITTY | PHOTOGRAPHY BY KATHY BERGREN SMITH



addressing topics ranging from the Star-Spangled Spectacular, a massive War of 1812 commemoration taking place around Baltimore in September, to community outreach and traffic planning.

The police force is constantly challenged to keep up with ever-changing technology. "We use equipment and system programs today that were not available to me when I started 14 years ago," said Scott, who succeeded Captain Joseph Alton, Jr., as commander of the Port Detachment.

The Port's cruise business is an important economic engine, and Scott enjoys the "unique duty" of providing police services for the ships and the Cruise Maryland terminal.

With everything that commands his attention around the Port, Scott still finds time to participate in events as a member of the MdTA Police Honor Guard, which is an additional duty for him. He represents the agency around the state at various services and ceremonies. "During your career," he said, "you can acquire a certain skill or specialized training that you may choose to maintain as you go up the promotional ladder."

Scott was in MdTA Police Logistics Divisions prior to his reassignment to the Port. "Within the MdTA Police agency, commanders are oftentimes moved around, depending on the needs of the agency," he noted. "I have been fortunate enough during my career to have been assigned to a variety of different divisions within the MdTA Police. This equips a commander with a variety of different skill sets that will enable him or her to flourish in a majority of the different types of situations that they may encounter."

Born and raised in Baltimore County and currently living with his family in Harford County, Scott is a veteran of the U.S. Army. This, according to the MdTA police captain, made law enforcement a natural progression. 🌐

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STORY BY KATHY BERGREN SMITH

## Silo Point's Grip on Grain

**G**rain grown by farmers in Maryland and Pennsylvania once accounted for 20 percent of the Port of Baltimore's exports. In the 1950s, three grain elevators were located in the city, with the largest being the B&O Locust Point facility. The pier and elevator were first constructed in 1872, but burned down 19 years later. Its replacement was struck by lightning and suffered the same fate.

In 1922, the railroad built a 230-foot elevator in concrete. This facility was the most efficient in the world, receiving rail cars and then carrying grain on conveyors to ships or to the elevator for storage at a rate of 150,000 bushels an hour.

The grain trade peaked in 1956, when the B&O grain pier handled 102,000 tons. The next year, barely more than half of that tonnage crossed the docks.

B&O was taken over by the Ohio-based Chesapeake and Ohio (later CSX), and the railroad turned its attention to coal. The grain pier languished for several decades until Turner Development purchased it in 2003. After several years of negotiation and construction delays, Turner converted the facility into Silo Point, a sleek condominium complex.

Today, export grain goes to southern ports on barges loaded in Baltimore.



The above photograph is provided courtesy of the Baltimore Museum of Industry and is part of the museum's BGE collection. Visit the Baltimore Museum of Industry at 1415 Key Highway on the south side of the Inner Harbor; check out their website at [www.thebmi.org](http://www.thebmi.org); or call 410-727-4808. The museum is open Tuesday through Sunday, 10 a.m.-4 p.m.



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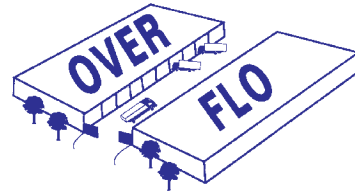
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